
PROPOSED RAILROAD ROUTES
BETWEEN
RUTLAND & WOODSTOCK.

REASONS

WHY

RUTLAND SHOULD NOT BE MORTGAGED.

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TO THE TAX PAYERS OF RUTLAND :

In pursuance of an act passed at the last session of the legislature authorizing certain towns to aid in the construction of the Rutland and Woodstock Railroad, a town meeting of the legal voters was held on the 29th day of December last, agreeably to the provisions of said act, at which it was voted by a small minority of the whole body of the legal voters of the town, to aid the construction of said road in the sum of three hundred thousand dollars. But although the most strenuous and frantic efforts were made by the friends of the scheme to procure the written approval of a majority of the tax payers in number and amount of the grand list, the six months within which the act required it to be done elapsed, without securing such majority, and thus the attempt failed. And failed, though signatures were taken for two days after the time for taking them had expired under the limitation of the act. Notwithstanding it is the opinion of some of the ablest jurists in the State that the act does not authorize the town to make a second, and repeated attempts to aid the construction of said road in the manner provided by the act, and that the first attempt has exhausted the power conferred by the act, and the result is final and conclusive, still a further attempt to dragoon the tax payers of the town into lending their aid to the road has been set on foot, and at a meeting held on the 16th inst., it was voted by a small majority of those present to aid the construction of said road in the same sum of three hundred thousand dollars, five thousand of which is to be paid and expended, as soon as the vote shall be ratified by the tax payers. It is well known to those of you who attended that meeting in what manner this vote was carried. By an act of the Legislature passed in 1864, it is provided that "no person shall be entitled to vote in any town meeting who is not a citizen of this State, and a resident of the town," and the act further provides that "the word "citizen," as used in the act, shall be construed to mean a person born within this or some other of the United

States, or naturalized agreeably to the Acts of Congress." The special Act of 1868, under which this meeting was held, provides for a meeting of "the legal voters of the town." It is plain that no person not a naturalized citizen could legally vote at said meeting. And yet it is well known that a very large number of Frenchmen and other foreigners, being recent importations into the quarries, near where the town meeting was held, most of them unnaturalized, and unable to speak the English language, and wholly ignorant of the nature of the question that was pending, were marched into the meeting under leaders selected for the work, in squads and by the scores, and put through the tellers and counted like so many sheep driven to the shambles. How many illegal votes were thus counted, or how many times these creatures, who resemble each other as closely as a swarm of flies, repeated their votes, it is now impossible to tell. The fact is here stated to call your attention to the desperate and utterly illegal means the friends of the Chittenden road, or some of them, are willing to resort to, in order to carry out their purpose. Surely if the legal voters of the town are largely in favor of bonding in aid of that road, as is loudly claimed by its friends, there is no need of leading hordes of illegal voters into our meetings to carry their scheme. But it was evident even to them that the majority of the legal voters at said meeting was against them, until they brought in their "Hessians" as a reserve force, and with whose illegal aid they succeeded in voting down the majority: and it is by such means as this, that your property to the amount of three hundred thousand dollars is to be taken away from you, if taken at all. But it is fortunate that the means of protection are still in your hands. Without the signatures of a majority of your number, representing also a majority of the entire grand list, this attempt to create an enormous indebtedness against the town, to stand for twenty-five years as an incubus upon its growth and prosperity, will fail, as it has failed once before. And to get your attention to some of the leading reasons which we deem sufficient to show the inexpediency, not to say folly, of casting three hundred thousand dollars, with its vast accumulation of interest, into the vortex of this proposed road, is the object of laying this pamphlet before you. It is done in no spirit of dictation or desire to control the action of our fellow citizens against their own good judgement. But having taken the pains to give some thought to the investigation of the matters involved in the pending proposal to bond the town, we simply say to you "Come, let us reason together;" leaving to our opponents, now as heretofore the entire monopoly of any force they may conceive to be embodied in personal denunciation, abuse or threats.

I. Let us first consider the magnitude of the burden you are asked to assume.

The present indebtedness of the town is about one hundred and twenty-five thousand dollars. To provide the interest upon this amount and for the current taxation, national, state, town

and village, makes the taxation of Rutland heavier, probably, than that of any other town in the state, in proportion to the grand list. It is proposed to add to the present indebtedness the sum of three hundred thousand dollars, to be payable in equal installments, in fifteen, twenty and twenty-five years, with interest at seven per cent., with the exception of five thousand dollars to be paid and expended as soon as the town shall have been bonded. This added to our present debt would make the entire indebtedness of the town, four hundred and twenty-five thousand dollars. The interest on this sum at seven per cent, will be just about *one hundred dollars per day* for every working day in each year,—or *six hundred dollars per week*,—*two thousand four hundred dollars per month*, *twenty-nine thousand seven hundred and fifty dollars* each year,—and four hundred and forty-six thousand two hundred and fifty dollars in fifteen years, at which time the first installment is to be paid. Add to this the installment then to fall due of one hundred thousand dollars, and the amount is five hundred and forty-six thousand two hundred and fifty dollars, casting only simple interest, in fifteen years, leaving then an indebtedness of three hundred and twenty-five thousand dollars, assuming that none of the present indebtedness has been reduced in the preceeding fifteen years, which is not likely to be the case, if the additional burden of three hundred thousand dollars in aid of the railroad is assumed by the town. The interest upon the sum thus left due will be almost seventy-five dollars per day,—or nearly five hundred dollars per week,—or two thousand dollars each month,—twenty-two thousand seven hundred and fifty dollars each year,—and one hundred and thirteen thousand seven hundred and fifty dollars in five years, when the next installment will fall due, of one hundred thousand dollars; which being paid, leaves the indebtedness of the town at the end of twenty years, two hundred and twenty-five thousand dollars, the interest on which is almost fifty dollars per day,—or three hundred and fifty dollars per week,—or fourteen hundred dollars per month,—fifteen thousand seven hundred and fifty dollars per year, and seventy-eight thousand seven hundred and fifty dollars in five years, when the third installment will be payable, and which, when paid, will still leave the indebtedness of the town what it is now, to wit: one hundred and twenty-five thousand dollars; making the aggregate which will have been paid by the town in twenty-five years, **NINE HUNDRED AND THIRTY-EIGHT THOUSAND SEVEN HUNDRED AND FIFTY DOLLARS**, reckoning only simple interest, and leaving the town then in debt to the same extent as now. While if the present indebtedness shall have been paid during the same period, the aggregate will be over **ONE MILLION DOLLARS**. And this amount will have been paid in addition to the regular national, state, county, town and corporation taxation, which of itself will be a heavy burden to the tax payers.

It is idle to say that the stock of the company to be issued to the town for the bonds, will be of any value. Nobody expects

it will be. What shall be voted to be paid by the town, it is generally understood will be a virtual gift. It is proposed to commence the construction of the road when fifteen hundred thousand dollars shall have been subscribed to the stock, including what shall be raised by bonding the several towns on the line. But nobody expects the road will or can be built for this sum. No railroad of the length of this across the Green Mountains ever was or ever will be built for less than three millions of dollars. Careful estimates of competent engineers, made in the light of past experience, exceed rather than fall below these figures. When, therefore, the fifteen hundred thousand dollars shall have been expended, the road will be only half completed, and the alternative will be either to ask Rutland for another installment of three hundred thousand dollars, or that the road be mortgaged for a million and a half or two millions of dollars to raise the funds necessary to complete it. It is apparent to any business man that this will be the inevitable result.

II. Conceding as we frankly do, that while it is true Rutland is already the center of more lines of railroads, and already has better and more extensive railroad facilities than any other town in Vermont has, or probably ever will have, still another road from Rutland to White River Junction will be an important addition to her present facilities, and promote her growth and prosperity; two important questions remain to be considered:

1st. Whether it is wise and expedient for the town of Rutland to pay this enormous sum in order to secure it, even if it could not be secured without, and

2d. Whether it be *necessary* to incur such a burden in order to reap all the substantial advantages that a railroad to White River Junction will bring to the town?

1. As to the first enquiry, we have already stated that Rutland is not suffering for railroad facilities. But few towns in the whole United States are so well provided with means of quick and cheap transportation to all the markets of the country and of the world. It has been predicted for the past twenty years, that when the various roads now centering in Rutland, and stretching to nearly all points of the compass should be completed, manufacturing enterprises would spring up in Rutland, within two miles of which place there is unoccupied water power enough to set in active motion the wheels of a score of the largest mills and manufactories. And yet scarcely nothing to this end has yet been done, simply for the want of well-directed and united effort and enterprise. Need it be said to the tax payers of Rutland that what gives enduring wealth, strength and prosperity to a town is that power which, put in motion by capital, turns a wheel,—gives use to raw material,—demands the work of hands and heads,—requires houses for shelter, and food and clothing for men and women? This it is which would give constant demand for labor, growth in population, trade to our merchants,—in short, a solid foundation for real wealth and advancement. Let us illustrate

this idea still further. The state of Illinois has 219 woolen mills with a capital of \$3,600,000, employing 3450 operatives and using annually 4,000,000 pounds of wool. With the amount proposed to be paid for the construction of the Rutland and Woodstock Railroad, at the lowest estimate, there could be built within easy walking distance of our Post Office, nearly one hundred woolen mills, which would constantly provide work, houses, clothing, food and fuel for seventeen hundred operatives and their families. And as steam is required in the manufacture of woollens, the mills could be run as economically by steam as by water, although we have an abundance of the latter. And a similar comparison may be made in respect to other branches of manufactures. Which would be the best investment for Rutland? Even in the matter of bonding, would it not be infinitely better for Rutland to take in lieu of her bonds, if bond she *must*, stock in corporations formed to operate manufactories in our midst, than to do the same for any railroad whatever, that might be built in addition to the four she already has? This is a practical question for those who seem to think Rutland is struck with death, and are anxious to dispose of her assets, before she falls into the grave of hopeless bankruptcy. Think of one hundred manufactories of woollens, humming their busy spindles within sound of your ears! The music of them would be enough to reanimate the dead. Is it said that these things only await the building of the Chittenden railroad? How utterly absurd! We repeat that the same prediction has been made for the past twenty years. We have been told that capital would seek investment in manufacturing enterprises in Rutland when the Rutland & Burlington railroad should be built,—and then the busy hum of spindles only awaited the building of the Troy and Bennington line,—and then, the Rutland and Washington, and the Whitehall and Saratoga. These roads have all been built, and yet with these four lines of roads, all centering in Rutland, and running for years, and placing the town in direct, quick and cheap communication with the Boston, New York, Albany, Western and Canadian markets, with the scream of flying locomotives, with their burdened trains, running north, east, south and west, almost incessantly piercing our ears, by night as well as by day; with sleeping water power enough in our midst to make a Holyoke or a Springfield of our town in point of manufacturing wealth; with all these advantages, and in spite of all the predictions that have been made to the contrary, not a spindle is yet in motion; not a single steady, united, energetic movement has been made by our citizens to bring these great things to pass. And yet it is plain to all thinking men that upon these enterprises the further progress and growth of Rutland in population and wealth, almost wholly depend. Will a fifth railroad—to Chittenden do it! Will any person who reflects for a moment before he speaks, say that any shrewd capi-

talist on earth is waiting to invest his money in manufactories in Rutland, until that road is built? That even the Healdville route will not answer their purpose, though it costs the town nothing, and will cost less than half the money? Is there any capitalist in or out of Rutland who is waiting until Rutland has hopelessly tied around her neck the burden of this enormous debt of \$300,000 and interest upon it for fifteen, twenty and twenty-five years, by which the town will be crushed and impoverished under inexorable and never yielding and never ending and enormous taxation? Capital! which has such a keen scent for and disrelish of taxation that its holders will even bury it in the earth, transport it across the sea, or what is worse, perjure themselves by false returns to the assessors, in order to escape it! Nay! only such a step as that of mortgaging the town for nearly ONE MILLION OF DOLLARS, with its accumulation of interest, every particle of which like the Jew's bond for the pound of flesh must be paid, is needed to warn capital already with us to go away and keep out of such investments, and capital not with us to stay away in a place of greater safety, where it will not be subject to such excessive and blighting burdens. This, we solemnly believe will be the inevitable consequence of bonding the town. It will postpone indefinitely the glad day when Rutland shall commence the grand march to prosperity by concentrating her capital and her enterprise, in busy mills, and other manufactories; in houses, tenements, additional stores, and palatial residences, and all the accompaniments of a thriving inland manufacturing city.

2. But we are told by the friends of bonding the town, that a great East and West line from Chicago to Portland is imperatively demanded, over which to pass the immense commerce of Asia and Europe. That after a careful comparison of the proposed east and west lines lying north and south of Rutland, with the Rutland line to White River Junction, the capitalists of Portland and Chicago have decided that the Rutland line will be the *shortest, speediest and most direct*, and that therefore this route is favored by them, and that of course it is favored by all the lines now built, which would fall into the connection, and reap the advantages of the illimitable commerce that will pass over it. Conceding all these glowing expectations and much more to be well founded, then three things inevitably follow, as the light the sun: 1st. That the road *somewhere* between Rutland and White River Junction is an absolute necessity to Chicago and Portland and to all the intermediate lines of road. 2d. That if it is an absolute necessity to them, it is not so enormous in its length, or in its expense, great as it is, but that they will build it, without the aid of the bonds of Rutland. 3d. That as it is to be the great avenue for the through commerce of Asia and Europe, Portland and Chicago and the intermediate roads, will reap the main advantages flowing from the income of its business, and therefore *ought* to build it. So that conceding the premises of the friends of this

road to be true, the demonstration inevitably follows therefrom that the road not only will, but should be built without the aid of three hundred thousand dollars from Rutland.

3. Let it be borne in mind that what has thus far been said, has been upon the supposition that the route by the way of Chittenden is the only road that can ever be built between Rutland and Woodstock, and that there is no other route which will stand for a moment in comparison with it, or from which if built Rutland would or could reap the least advantage. We have demonstrated that even were all this to be conceded there is neither necessity nor justification for voting three hundred thousand dollars out of the hard earnings of the tax payers of Rutland, towards building it.

III. Let us now proceed to inquire whether it has been or can be satisfactorily established by the advocates of the Chittenden route that no other feasible, practicable connection than that by their favorite route, can be had between Rutland and White River Junction, from which at the same time Rutland shall derive material advantages, substantially equal to those she would derive from the Chittenden road, and without the necessity of bonding the town to build it. In view of the enormous expense we are asked to incur to build the Chittenden route—in view of the vast burden of our already existing debts, is not the inquiry important to be made? Is not the question worthy to be candidly investigated and to be honestly and impartially decided? It is well known that the Legislature, at its last session, chartered two railroads between Rutland and Woodstock, by two separate routes, the one by the way of Chittenden and West Bridgewater,—the other by the way of Healdville on the line of the Rutland Road to West Bridgewater, and thence to Woodstock on the same route. It is fair to presume that both routes are supposed to possess advantages or they would not have been chartered. Now what right have the friends of the Chittenden route to assume, without discussion, without enquiry, and without comparison, that their route is not only the only practicable one but the preferable one in all respects? Plainly not any. Let us proceed, then with the comparison, in doing which we will state no fact that is not capable of being proved beyond successful contradiction.

1. The distance between Woodstock and Rutland, by the Healdville route, is only two or three miles more than by the Chittenden route while it is not certain that an actual survey and location would not demonstrate that it is as short. No material advantage, then, can be claimed for the Chittenden route in respect to distance. Conceding the distance to be substantially the same, the route *must be as direct* between the *termini* as the other.

2. The highest point on the Healdville route above the track in the depot in Rutland, about eighteen miles therefrom, is nine hundred and six and three-fourths feet, as shown by the record

of the survey, now in the railroad office in Rutland. The highest point on the Chittenden route, at a point about eighteen miles distant from the depot in Rutland, is over thirteen hundred feet, measuring over the surface, and nearly twelve hundred feet if a cut or tunnel be made to the depth of seventy feet, as proposed. So that in respect to grade, there is a decided advantage of nearly three hundred feet in eighteen miles of road, which, though it would be of no account in itself considered, is of the last importance when added to a grade that is already so difficult as to render the running of the cars over that portion of the road unprofitable by means of the vastly increased expense occasioned by the grade. This may be illustrated by supposing three hundred feet to be added to the grade of the Rutland road between Rutland and the summit at Mount Holly. Would it not materially reduce the power of the locomotive to do profitable business? There is not an engineer who will not say that it would render the road almost impracticable as a freight line. But this is just what would be encountered on the Chittenden route.

3. The cost of the Chittenden route, it is conceded by its friends, will be at least one million five hundred thousand dollars. Conceding that it will cost no more than that, it will then cost twice as much as the Healdville route. But it will cost much more, or else all past experience in building railroads across the Green Mountains is no guide in making an estimate. It is a safe calculation, and we may well challenge a refutation of the assertion, that it will cost a million and a half dollars more to build the road by the way of Chittenden than by the way of Healdville. Is it, then, of no account, in these times of enormous taxation, and of multiplied pecuniary burdens, which pass heavily upon the whole country, that a million and a half of dollars should be saved in making the connection by rail between Rutland and Woodstock? Have we such an abundance of money that we can afford to throw it away by the million for a whim or a fancy, or to specially profit a few individuals who may have a special interest in the Chittenden route rather than the other? Is it of no importance that *more than twenty miles* of the route between Rutland and Woodstock, over the most difficult and expensive part, which is just as direct as the other, and having the advantage of grade, is already built, and paid for, and ready to run? Can we afford to throw that away when offered as a gift, and spend a million and a half or two millions in building the same length of road that will not be so good when completed? Is it said that it is not so direct? Suppose that it is not into a very few miles? Is that any reason for throwing away millions of dollars? But it is as direct. The Southern bend of the route by the way of Healdville to Woodstock, is no further from Rutland, than would be the Northern bend by the route by Chittenden. Trains starting from Rutland for Woodstock would arrive there in the same time and in about the same distance as by the way of Chittenden. What advantage then, has the Chittenden

route over the Healdville in this respect, that should warrant this town to bond herself for three hundred thousand dollars?

4. But it is claimed that the building of the Chittenden route will be more advantageous to Rutland than to accept the other already one-half built, because the merchants of Rutland, or some of them, will derive a profit on the increased trade which will be brought to them during the construction of the road, in the supply of materials, food, &c. That is to say, it will be a profitable transaction for Rutland to pay three hundred thousand dollars towards building a road, which, when built, will be no better than a road already half built, simply for the profits our merchants can make out of the trade which will come to them during its construction, and in consequence of it! It may be true that some merchants might make more money out of this incidental trade, than their share of the three hundred thousand dollars would amount to, but would it not be wrong to tax the whole inhabitants of the town for the benefit of a few, and when the benefit accruing even to the few would be far less than the aggregate loss of the many? What! ask Rutland to pay three hundred thousand dollars towards building twenty miles of road, instead of accepting twenty miles already built between the same *termini*, merely for the profits of the increased trade which her merchants will derive during the year or two in which it will be in the process of construction? There may be those who are so penetrating as to see a profit in such a transaction, but we confess it looks opaque to our vision. No prudent man would act thus in the management of his private affairs.

5. Again, it is claimed that the Chittenden route will open up a country to the trade of Rutland that is now excluded therefrom. Considering this to be true, the question still remains, to what extent will this route open up trade; and a still more important inquiry, will it open up a more extensive trade than will come to us by the other proposed route? If it will not, or if it will not to a material extent, then no advantage can be claimed for the route on this score, certainly none to warrant the vastly increased expenditure. Among the towns that have been mentioned by the enthusiastic friends of the Chittenden route, the trade of which will be brought more or less to Rutland, are Mendon, Chittenden, Pittsfield, Stockbridge, Sherburne, Bridgewater and Woodstock. Of these towns, Mendon, Chittenden, and a portion of Pittsfield already do their principal business at Rutland. Their wood and lumber find a market here, and the same is true of their produce. A railroad through those towns might increase their traffic with Rutland somewhat, but not materially. Rutland must be the focus for their business, whether they have a railroad or not. As to the towns of Woodstock and Bridgewater, inasmuch as the Healdville route and Chittenden route are identical, from Bridgewater to Woodstock, those towns would be in as direct communication by the Healdville route as by the Chittenden. We should therefore get just as much business from these towns by the one

line as by the other. Then West Bridgewater being a point in the valley extending northerly through Sherburne, Pittsfield and Stockbridge, which pitches down to this common point in the two lines, it follows that those three towns will find easy access to either Rutland or Woodstock with their produce and lumber, or to do their trading, by taking the trains at West Bridgewater. So that the whole territory which is claimed will be opened by the Chittenden route, with the exception of Chittenden and Mendon, which are already secure to Rutland, will be equally opened up and accommodated with railroad facilities, by the Healdville road. Then, in addition to Woodstock, Bridgewater, Sherburne, Pittsfield and Stockbridge, which region will for the most part be equally well served by the Healdville route, the town of Plymouth and the northern part of Ludlow are to be added to the list of towns that will be put in railroad connection with Rutland by that route. It is well known that Plymouth is filled with inexhaustible wealth in her lime deposits, her iron ores, and her marbles. These alone would furnish more business to the line than all the business that would spring up on the Chittenden route. They would find a general market in Rutland, for distribution to all parts of Western Vermont, the West, and the Canadas. It is not apparent therefore that the Chittenden route would possess any advantages over the Healdville route in the matter of territory it will open to the trade of Rutland.

6. If the Healdville route be built, the headquarters of the entire line between Rutland and White River Junction would inevitably be at Rutland. They could be no where else. The distance is the usual distance for running engines, and there would be no intermediate point where a change of cars or engines would be necessary, or even convenient. With the Rutland road in the line, and having shops in Rutland for building engines and cars, the locomotives and cars necessary to stock this new line would be made in Rutland. This would materially add to their force of men, and to their general business, and to an enlargement of their depots and shops. Then the confluence of this route with the Rutland road at the common headquarters at Rutland, would settle for all time any question of the removal of the headquarters of the Rutland road from Rutland to Burlington already grown ambitious to secure them. Nothing could be so disastrous to Rutland as the loss of these headquarters. It would affect us as Northfield was affected by the loss of the headquarters of the Vermont Central. Will the people of Rutland, by ill-natured and ill-divided attacks upon the so-called "Boston interest" in the Rutland road, afford our rivals at Burlington incentives and inducements to offer to the managers of that road to remove the headquarters from our town? On the other hand, if the Chittenden route is built, the road will go under the control of the Saratoga railroad company, which pays no part of the taxes in our town, and so would pay no part of the \$300,000 if voted, or else the Northern New Hampshire, in either of which

events the headquarters would not be at Rutland, but would be either at White River Junction or at Green Island. This is not said in disparagement of the Saratoga Company, or of the Northern New Hampshire. The interests of these roads are such that they could neither of them afford to build up the headquarters of this proposed route at Rutland. They are both foreign corporations, having their headquarters already established elsewhere, and where they will remain. Rutland would be a mere way station between Schenectady and White River Junction. No general offices, no construction, and no repair shops, beyond what now exist at Rutland, would be added in case the Chittenden road is built. So that the Healdville route will add the headquarters of another road to Woodstock, with all its immense advantages, while the Chittenden route will enable the Saratoga road to remove her headquarters away from us. Can there be any doubt in this view as to what is the best policy for Rutland? Would it not be far better for her to have this line controlled by a Vermont interest than by powerful foreign corporations, in New York on one side, and New Hampshire on the other, to be used simply to enable them to get across our State with as little expenditure to themselves within the State as possible?

7. It is hopefully believed that the construction of a railroad from White River Junction, the common center of all the railroads on the east side of the State, to Rutland, will at no distant day draw to our enterprising town the capitol of the State. But who shall say that the Healdville route is not just as available to accomplish this purpose as the Chittenden route? Would not the distance and the running time be the same by the one route as the other?

8. We ask you to examine the accompanying map of the two proposed routes, and decide for yourselves whether there is any foundation for the claim that the Chittenden route is more direct than the other; or whether the route via Healdville goes any further "around Rutland" than the other; or whether the Chittenden route has any essential advantages over the other as to distance? Comstock, in his *Philosophy for "little learners"* lays down the postulate that it is no further around the bail of a kettle when it lies on one side of the kettle than it is when it lies on the other side. We commend this simple illustration, in connection with this map, to the "little beginners" in railroading in Rutland, who profess not to see that it is no further to go forty-five miles by rail on the southern rim of a circle, than to go the same distance on the northern rim. [SEE MAP.]

This map, so far as it represents the Chittenden route, is copied from a photograph of "Randall's survey," and the Healdville route is added upon the same scale, and is the work of an accomplished civil engineer. Its general accuracy, therefore, may be relied upon. Not the least noticeable feature is the general bearing of the Healdville line towards Woodstock all the way from Rutland, as if it took to that route "sort o' natural like," and

lovingly; while the other road, if we may be allowed to personify it, seems to have a sort of self consciousness of going wrong, and of the difficulties of the way; and so it will be perceived, from the very start, creeps around, and crawls off gradually further and further away from Woodstock, evidently reluctant to climb the break-neck Chittenden mountains, and be crowded through a tunnel, and put through such convolutions and contortions as would lame the back of a boa constrictor for the remainder of its natural life. [SEE MAP.]

The survey of the Killington route was made in 1868 by Julius Fenn, Esq., civil engineer, of New Britain, Conn., a man of age and long experience in his profession, whose standing may be known by referring to the chief engineer of the Connecticut River Railroad and of the Hartford, Fishkill and Erie Railroad, the latter now in process of construction. An original map of his survey may be seen at the Railroad Office in Rutland.

9. Finally, if we are compelled to concede,—indeed should it be your opinion after full reflection, that a connection by the way of Healdville, would not secure ALL the advantages to Rutland, that you might hope from the other route, still it must be admitted that most of the substantial advantages would follow. And then comes the important question whether any one not gone absolutely insane on the subject from excitement, would be willing to give three hundred thousand dollars *boot money* between the two routes, and burden this already overburdened town with its payment for twenty-five years to come?

IV. But the advocates of the Chittenden route and of bonding the town for building it, finding themselves unable to answer the arguments above set forth, resort to various sophistical and unfounded objections to the Healdville route, which when examined will be found to have no force or weight.

1. It is alleged that the Rutland road is a Boston road, and for that reason should not be let into the line intended to be an east and west line between Portland and Chicago. We deny that either Chicago or Portland or any intermediate railroad is opposed to letting the Rutland Road into the line on that account. Who has ever heard any objection from them? It is the mere invention of the interested projectors of the Chittenden route. Pray, what difference does it make to Portland on the one side or Chicago on the other, whether their freights pass over this great east and west line by the Chittenden route rather than by the Healdville route? Would there be any difference, only that it would cost more to carry it over the Chittenden grades? Do you say that Portland will oppose the letting of the Rutland road into the line, because it is a Boston road and so will have an interest to divert freights to Boston? Even were that true, what is it to Rutland? Are we to take care of Portland or ourselves! But it is not true that Portland objects to letting the Rutland road into the line. For, on reaching White River Junction the Northern New Hampshire road, more distinctively a Boston road than the Rutland, is let into the line, and has as great an interest to divert

the trade by way of its line and connections to Boston, as has the Rutland road. But as freights are marked to their destination by the consignors, they could not be diverted, and it is idle nonsense to talk about it. The objection was never made by anybody out of Rutland. Moreover, at a general railroad meeting at Portland, a resolution, after mature consideration, was unanimously adopted, that in the creation of the great line between Portland and Chicago, all existing lines of railroads, so far as they can be made use of in completing the chain, should be let in as links. Why not, then let in the Rutland road, since it is for quite a number of miles in the direct line, as well as the Northern New Hampshire, both of which are Boston roads? Why not make use of it, so far as it is available, as well as of the Saratoga line? Can anybody give a plain, reasonable and satisfactory answer to these questions?

2. Another weak and puerile attempt to avoid the arguments in favor of the Healdville route, is the unwarranted and brazen representation that those who oppose taxing the town in three hundred thousand dollars for the Chittenden route do not desire a connection between Rutland and White River Junction *anywhere*,—that the object though ingeniously disguised, is wholly to prevent any such connection, and is really to secure a connection by the way of Claremont, which connection they say in the same breath they favor themselves! Is that the way they back their Portland friends? In favor of a route that will swing them down to Concord, when Concord is so near to Boston, that it is of all other places the one they wish to avoid? But to return to the point. How is it made to appear that there is no intention to build the Healdville route, if the Chittenden route is not built? Where is the sense of such twaddle? Do not the advocates of the Chittenden route tell us that Portland and Chicago and the intermediate lines must and will have the connection by the way of White River Junction? That they consider that to be the best of all routes between Portland and Chicago? Now then is it seriously urged that the Portland and Chicago capitalists and connecting railroads, who must have and will have this connection and no other, and who are willing and ready to put three millions of dollars into the route by the way of Chittenden in order to secure it, will go off in a huff, and abandon all attempts to make the connection, because another route between the same points, no further, just as quick and direct and possessing an easier grade is offered to them instead of the Chittenden route, and for less than half the money? Would not such a supposition impeach their good judgment, common sense and prudence? Is it not plain as a pike staff, that after you shall have applied the thumb screws and racks to the people along the line of the Chittenden route and compelled them to bond to the last penny of their ability, there will still be required to be raised more money by a million of dollars than will be required to build and complete the other route without a solitary dollar of aid from the towns along the line? And cannot the shrewd and keen capitalists who are to

furnish the means to make this connection see it? We repeat again, therefore, that if Portland and Chicago and the intermediate lines are sincerely and earnestly in favor of the Rutland and White River Junction route, it is as plain as the sun shining in the heavens, that their interests, their good sense, and what is more their *pocket nerve* will lead them unerringly to adopt the Haldville route, rather than the other.

V. A few miscellaneous observations in reply to divers suggestions put as if by way of argument and illustration by the friends of bonding, may not be out of place.

1. The proposal to bond the town in aid of the Chittenden route has been likened to bonding the towns on the line of the Western Vermont, in aid of the Lebanon Springs road. The cases bear no comparison whatever. The towns on the line of the Western Vermont were practically cut off from the benefits of all railroad facilities, by the closing of that road at the south end, and there was no other possible method of relieving themselves from that difficulty. It was a case of life or death. Responsible parties, desirous of completing the Lebanon Springs road, already partly constructed, proposed to those towns to aid to a certain extent, pledging the towns that the balance of the money necessary to its complete construction and equipment was ready, and would be used for that purpose. There was no choice of routes presented to those towns. It was that route or none. The choice was to be forever shut out from the world, or to dig out in that direction. If an avenue to New York or to Albany had presented itself to them, which could have been built for less than half the money, or if Mr. Park could have selected another route to complete his connection with New York for less than half its cost to build the Lebanon Springs road, and which would have been as easy and short, would there have been any necessity for bonding those towns? Would there have been any sense in refusing to accept the cheapest route, if in other respects it was as good! Now, are we in Rutland suffering for railroad facilities as those towns were? Are the cases alike in that respect? Are we compelled to make connection with White River Junction by the Chittenden route, at a cost of three millions of dollars, or have none at all? Are the cases alike in that respect? There are no capitalists and no railroad men here, telling us that they have examined the two routes, and have decided in favor of the Chittenden route notwithstanding its enormously greater expense, and that the money is ready to build and equip the road if Rutland will only throw in \$300,000 as a slop. Are the cases alike in that respect? Not at all. On the contrary they are as opposite as the two poles of a magnet. In the case of those towns there was no sailing over the frozen peaks of Chittenden mountains in balloons supplied with gas from the "Courier" retorts; no hunting for gold by deluded men with witch-hazel sticks; no pursuit of "South Sea Island bubbles;" no giving away of three hundred thousand dollars with which to build a railroad no better when done than another half built between the same *termini*, and

offered them in complete running order for nothing! Such an instance as this will never exist unless it shall be brought about by the action of the tax payers of Rutland, driven headlong and thoughtlessly before the wild screeches and howls, the sticks and clubs of an excited band of men, under the lead of John Cain and all gone mad for the time, over the famous, gyrating, whirling "ram's horn route," the only explanation to be given for its not being quiet after experiencing one defeat in this town, is that given by a backwoodsman why a constantly trembling and squirming log would not lie still. He said it was "so plaguy crooked it couldn't!" [SEE MAP.]

2. So the bugbear that if the Healdville road is built the Rutland & Bennington railroad Company will cut off Rutland by a connection over Danby mountain to Healdville. In answer to which it is sufficient to say that it would be as foolish for the Bennington road so to do, and thus cut off and throw away twenty miles of its present road, as it would be for a man to amputate one of his own legs. The Bennington road is a southern line, and the proposed route is wholly an eastern and western line, and therefore a connection with it would be of no especial value. But any one acquainted with the topography of the region where it is predicted this road will be built, is well aware that it would not be safe for chain lightning to go down there without wearing a breeching. It is a patent scarecrow, intended only for gullible and stupidly credulous persons.

VI. 1. The truth is, if the friends of bonding, contrary to our confident expectations, shall succeed in obtaining the requisite majority of the grand list within six months, the only result that will follow, or that we apprehend is really expected to follow by its most sanguine advocates, is the payment by this town of the five thousand dollars, with which to discharge the outstanding expenses of the preliminary survey of this road, amounting as we are informed, to about six hundred dollars, and the further expense of another survey which, when accurately made will only more certainly develop the ram's horn peculiarities of the route and its yawning difficulties of chasm, and rocky promontories to be tunneled, and increased estimates of the cost of construction. Pray what reasonable hope is there of accomplishing more? Just imagine Mr. Cain, bland and smiling, but sweating and trembling with excitement, as he usually is on such occasions, stepping forth on some public platform in Portland or Chicago and offering to the capitalists of the country a bribe of three hundred thousand dollars in Rutland Bonds, to come forward and build his road at the cost of three millions of dollars. Then just imagine the President of the Killington road, taking off his hat and gracefully bowing himself in front of the boiling and sputtering President of the Chittenden "job," and saying: "Gentlemen! I have no bonds to offer you from Rutland, and only a few from Bridgewater, Plymouth and other towns on the line, but what is far better, I offer you a route which will complete the connection between Rutland and White River Junction, you are said to so much de-

sire, *twenty miles of which, being the most difficult and expensive part, entirely across the Green Mountains, is already built, and tendered to your use free of cost, and the balance of the road can be built for LESS THAN ONE MILLION OF DOLLARS.* Gentlemen: you can save TWO MILLIONS OF DOLLARS, and at the same time have just as direct a road, of about the same distance, and possessing an easier grade than the other!" Which bid, think you, would be accepted? The only consolation that would be derived from the result by Mr. Cain, would be the comfortable reflection that he had succeeded in getting the five thousand dollars out of the town of Rutland, with which to pay for his useless surveys and the expenses of his journeys to Portland and Chicago,—floored, indeed, but still—Rutland, not Cain, bears the loss!

2. With a view of scattering light broadcast, and to expedite the speedy construction of a railroad between Rutland and Woodstock by the most practicable and feasible route, we hereby give notice that we don't propose to set this candle under a bushel, but to place it on "a hill" that all may see. As the list of distinguished persons, recently published in the Herald and Courier as having been invited to attend a railroad convention lately held at this place, is a very convenient one, and at hand, we propose to send to each one of them a copy of this modest pamphlet, in order that they may know something of the nature of the controversy which divides the people of Rutland, and to enable them, so far as we can, to form a correct conclusion as to the merits of the case. And we would most respectfully suggest to them that after they shall have duly investigated, and heard both sides, impartially, and examined the surveys and looked at the respective routes, and made careful estimates of the cost of each, it would be a matter of considerable interest to the inhabitants of Rutland, if they would do us the favor to report in writing whether they really desire a connection between Rutland and White River Junction to complete the great Chicago and Portland line, (which of course, none of us doubt,) and if so whether the three million route by the way of Chittenden is the only route that will answer their purpose, and if so, why, particularly? or whether they prefer that route to the other as a simple matter of choice, and if so why, and very particularly? and finally whether they have any loose change to a considerable amount that they desire to throw away, and if so where is it? A respectful answer to these questions would, we opine, go far towards putting a quietus upon all our dissensions.

The fact is, however, that it is scarcely necessary for us to take this trouble. Even the Saratoga company have caught the dawning light of the true route, and its enterprising and eagle-eyed superintendent has already accepted a place in its board of Directors. What he wants evidently, is to get a Portland connection for the Saratoga road for the least outlay. At all events he prefers the Healdville route to none at all. And it comes to that in the end. And it is safe to predict that not long hence those who in the blind excitement of the hour, were induced to enlist "for

the war," in favor of this impracticable Chittenden route, under the leadership of that artful political maneuverer, John Cain, will stack arms and leave, and be ready to affirm that they only went in for a mere "sham fight."

Pardon us, if we seem to have treated a subject in most of its aspects really so grave, with some degree of levity. Many times there is no so good medicine for those temporarily gone wild in pursuit of some foolish or kitem scheme, as a little well meant ridicule.

But in all seriousness, we do most solemnly affirm that the several matters herein set forth by way of fact, are substantially true, and can be abundantly verified. And with all the formality and certainty of special pleading, we will add: *without this*, that any other matter, cause, or thing, whether conceived in the mirky clouds which envelope the heads and darken the understandings of our adversaries, or hatched in the earth beneath, or spawned in the waters under the earth, or to be conceived, hatched, or spawned, and having an ephemeral appearance of life favorable to the bonding of the town of Rutland in aid of the ram's horn route, and not herein and hereby fully answered, traversed, avoided, denied, squelched and pulverized, is, or will be true, to the best of the knowledge, information or belief of the undersigned.

And without arrogance or vamping, we feel justified in being thus positive and explicit in what we allege, for the reason that for many months we have demanded of the advocates of bonding a good and sufficient answer to these our objections, but the only reply we have ever elicited is that of Falstaff to Prince Henry as to how he could know those men in Kendall green, when it was so dark he could not see his hand: "What! upon compulsion? No; were reasons as plenty as blackberries, I would give no man a reason on compulsion!"

But while our positions and reasons in support of them will not be answered, without doubt there will be a plentiful display of coarse denunciation and low abuse.

And undoubtedly we shall be charged particularly with the monstrous offence of communicating the contents of this pamphlet to the distinguished railroad gentlemen upon whom reliance is placed for the means requisite to build the railroad by the Chittenden route, and thus injuring the prosperity of the town "in which we DARE to live!" But we fearlessly do it, nevertheless; aye, *eagerly*,—not to injure the good old town in which we live but to rescue her fair name from everlasting dishonor and reproach! Under the act enabling the town to aid the construction of this road, this movement to raise funds wherewith to build it, is clothed with the character of a corporate act, and is not a merely individual enterprise, and so it involves us all, and all will be justly held responsible for what ever shall be done. Now we do not propose that by any action of this town, or by the action of any individuals or body of individuals professing to act in her name, any money shall be raised out of capitalists abroad, for

the construction of the Chittenden or any other proposed road leading out of Rutland, under false pretences,—or by means of the concealment of the truth,—*suppressio veri*,—a moral offence which is said to possess an abiding and peculiar stench,—in respect to any fact touching the subject of the proposed link of railway between Rutland and White River Junction, necessary to complete the great line from Chicago to Portland, which those capitalists would be entitled to know before embarking their money in its construction. If we were selling a horse, blind of one eye, to a respectable gentleman from Chicago or Portland, we would scorn to resort to arts and tricks to keep him on the opposite side of the animal until the trade should be effected. And so before we ask honorable gentlemen to build a railroad for the benefit of this town, or even for the benefit of themselves, at a cost to them of three millions of dollars, in a locality we know all about, but which they know nothing about, except as they are told *by us*, we don't propose to conceal by any horse-jockey trick the fact that there is probably a route which they may think, if their attention is called to it, will answer *their* purpose just as well as the other, they having no local interests such as wood lots, to influence them in favor of either, and which would cost them only one-third as much. Would not the town of Rutland and all her citizens be covered with everlasting infamy, were there no persons to be found within her limits, to raise their voices in protest against the practice of such villainous deception as would be involved in the concealment of such an important fact? Suppose every individual in the town desired the road to be built by the way of Chittenden, and that it were apparent to all that it would be decidedly to her advantage every way, would she be justified in the forum of morals and of fair dealing in using concealment, and art, and stratagem, and downright falsehood to induce those upon whom the town must mainly rely for the funds to meet the expense of its construction, to believe it to be the best and the cheapest, and in short the *only* route for *them* also? *They* want a road only to complete the link in the east and west line between Rutland and White River Junction. You say *you* want a road not only for the purpose of supplying that link but to build up the local interests of Rutland *also*. Would that justify the inhabitants of Rutland in playing sharp tricks upon those whom they ask to become their benefactors? Shall we all turn scoundrels individually and collectively, privately and corporately? Or shall we preserve our self respect and the respect of the world by revealing the whole truth about this business, let the chips fly where they will? Why is it not the plain duty of the friends of bonding to say to these gentlemen: Here are *two* routes between the same *termini*, chartered by the Legislature. We think it would be for *our* interest to pay \$300,000 for the Chittenden route, on account of its supposed local advantages to us over the other route which can be built for two millions less than the Chittenden road will cost, and for which we should have nothing to pay. We should be glad to know gentlemen, that upon full examination of

the respective routes, *you will also think it for your peculiar advantage to select the same route* ; still it is our duty as honest men to say to you that the other route will cost you very much less, and *may answer your purpose just as well.* But if you *can't give us the Chittenden route, come and build the other at all events.* Is not that what is required of honest, high-minded, fair-dealing men? Would any one not a most accomplished swindler and villain do otherwise? We fearlessly declare that so far as we can prevent such a foul blot from being attached to the good name of this town, the manipulators of the Chittenden job shall not be permitted to hold another sensation meeting in Rutland and there-to beguile the honorable gentlemen embraced in the list of invited guests to the last one, in order to inveigle them into putting their money into the Chittenden line, while pains is taken to conceal from them all mention of the fact that if they have any money to put into a railroad, they can obtain the route *they covet* for two millions of dollars less than is being begged of them in honeyed words by their *friends* (?) who invite them here! And if no gentleman can be permitted to rise in such a convention and inform these invited guests of a fact so important to them, without being set upon and treated like the man who went down from Jerusalem to Jericho, and fell among thieves, the information must be imparted to them in some other mode. And we will take our chances of being "marked," or "drummed out of town," or out of the society of decent people who regard their honor as of more concern than the accomplishment of a desired object by the arts of villainy and fraud. And we indignantly deny the right of any man or body of men to make us parties to such an infamous swindle as this studied concealment of the truth would constitute, and especially do we affirm that they have no right to clothe this town in disgrace, by perpetrating the swindle in her name, and by means of her corporate action. This good old, honest, and steady going town,—we glow with just pride when we are able to say in the language of the exultant Western declaimer, "a part of which we are whom,"—has once refused to put the seal of her approbation upon this cheat, though urged by every art to do it, and so long as her citizens have any regard for honor and for justice, so long as they are guided by a wise prudence and discretion, so long will they continue to refuse.

VII. In conclusion, let us fix our eyes upon a bright and pleasing vision. Let us contemplate Rutland as she will be, the crowned and jewelled city of the Green Mountain State, if only her people shall be guided by wise counsels and a prudent forecast. A three fold policy vigorously pursued, is all that is required to ensure the realization of our fondest hopes, namely :

1. The speedy extinguishment of the present debt of the town.
2. Concerted action to awaken attention to the importance of embarking capital in manufacturing enterprises in our midst.
3. The immediate setting on foot of measures which shall secure the speedy construction of a canal of sufficient dimensions to admit of carriage by steam, between Lake Champlain and Rut-

land, which, when completed will make our town the great southeastern terminal point of water navigation through the vast chain of North American Lakes, and the St. Lawrence. It is amazing that we should have delayed so long to stretch forth our hands and grasp this prize. To say nothing of the immense commerce that would pass through it to and from the Lakes, the amount of wealth in the form of inexhaustible marbles and slates now lying in the hills and valleys along the route of the proposed canal, undeveloped and unproductive simply from the want of cheap transportation, and which the building of this canal would instantly develop, is so immense as to defy all computation. With such a canal completed the production of these two commodities would be increased an hundred fold. It can be plainly demonstrated that in proportion to the length and cost of construction the State of Vermont may build the canal and derive as large a proportional revenue therefrom in tolls as the State of New York is receiving from her Erie canal. Not another month should elapse without calling a mass meeting of the citizens of Rutland, Castleton and Fairhaven, that they may be enlightened upon the subject, and stirred up to the importance of securing this great public work. Competent committees should be appointed to investigate the whole matter—to ascertain the probable cost of construction, and particularly the amount of commerce that would pass through it, and the effect it would have upon the undeveloped resources of the state. Such a report would astonish us in the magnitude of the results it would demonstrate as being certain to follow its construction. Then the Legislature should be memorialized to lend its aid, and such facts and statistics should be gathered as will prove that the canal would not only increase the general wealth of the State, particularly in this section of it, but also be a source of perpetual revenue to the State in the shape of tolls. In short, we have but to ask and we shall receive from the Legislature both the authority and the means necessary for the construction of this great avenue for water transportation.

This canal would also put Rutland in direct water connection with the city of New York, by way of the Hudson and Champlain canal, and also with Chicago, Buffalo, &c., via Lake Erie and the Erie canal, affording continuous water communication for the transportation for heavy freights such as marble, slate, &c., to the New York and Western markets.

Let us turn away "from beholding vanities," and resolve that from this very day, we will, with an invincible spirit and unalterable determination, do all we can individually and collectively to carry this three fold policy, thus briefly commented upon, to its complete accomplishment. It is the sure path to enduring prosperity. The other is the path to ruin.

CHARLES C. DEWEY,

For Committee of citizens appointed to prepare address.